

# TO ABOLISH THE OTTER TRAWLER.

Private Justice Coincides With Sane Public Policy in this Matter.

English Authority Says That Steam Trawlers are Very Wasteful.

The otter trawler, so we are assured by the attorney for the company using it, does not damage the fishing grounds. At least, we are told, the diminution of the fish supply "could not be proved." An imposing list of scientific authorities is invoked to justify the use of the otter trawl, and the question is dismissed with an appeal to the rights of "improved machinery of production"—the Progress plea.

The above is the introductory paragraph to an article from L. P. in the Boston Transcript of Saturday and in the following paragraphs he proceeded to answer the statement recently made by the attorney for the owner of the present Boston otter trawling fleet. He says:

While most of these arguments were forestalled by facts set forth in a previous article on the otter trawl, showing rather plainly that the North Sea fisheries showed evidences of decline under its use, and that this program had already begun on our own coast, it is important to correct certain reassuring assertions of the steam trawling company.

We are privileged to read in this announcement that the otter trawl is dragging "not more than five per cent" of the fishing territory." If this estimate were strictly accurate, it would then merely mean that the hauls of the otter trawl are for the present so all-devouring that the steamers have not as yet been obliged to visit the oar banks, where, as expert dorymen who know the sea floor as they know their own dooryards, are free to say, the draughts of the otter trawl would be miraculous. "What wouldn't an otter trawl do on the Peak!" says one skipper to another, referring to the spring spawning ground of the cod on sandy bottom off Sable Island, and meaning, "What would become of the cod fishery if an otter trawl were dragged over these spawning beds a few times each year?" It is not a question of how much of the fishing ground the steamers are dragging or can drag. At present, since the fleet numbers only four, they obviously cannot cover the whole bottom. And though it was at first supposed (a supposition fostered by the company) that the steamers could operate over only a small proportion of the fishing grounds, it has appeared that by gradually clearing the bottom of obstructions they will in time be able to fish practically the whole marine field. For the otter trawl grubs up everything—now a two-ton boulder, and now a lost anchor. This points to a time when Georges Banks, Quereau and Browns will be in the condition of the North Sea Banks today, on which the only obstruction left for the trawls to encounter is a Spanish wreck.

## What the Trawl Does.

But is it so certain that, as we are assured by the steam trawling company, the otter trawl "cannot be proved" to be diminishing the supply of fish? It has been reported that in the committee of this steamer-owning company, composed of two merchants experienced in the fisheries, and three outsiders to represent invested capital every time the question of building another steam trawler has been put to a vote, the three outsiders have voted for the new vessel and the two fish-merchants against. Their repugnance to this method of fishing is quite in tune with that expressed by the officers of another company, owners of a considerable fleet of schooners. The communication of these gentlemen is, in substance and effect this: "When it was first proposed to introduce steam trawlers on this coast, we were approached and urged to build them. We

used, for although perfectly well able to build them, we do not believe that the otter trawl is a 'decent' way to fish. But unless the use of this gear is prohibited, we shall be obliged to build steamers with the rest, and shall do so. The defence of the steam trawler company has been read in this office carefully, and though to a person not acquainted with the actual conditions on the banks, it would probably sound reassuring and authoritative, frankly, we question it."

The statement referred to flouts the notion that England's North Sea fisheries have been depleted by the beam and otter trawls. If they have not been, it is most odd to read in the London Times of the month of February of the present year, these sentences:

And it is important to note that although they (the steam trawlers) have had their boom and although they have ruined the sailing craft, the company-owned steamers have, after the first spurt, done nothing so very great for their shareholders. From a fishery point of view they are enormously wasteful. In a measure, the companies have burned down the house to roast the pig.

England is much more alarmed over the disappearance of her small fishermen (as a naval reserve, a very necessary bulwark to any nation with a navy to maintain) than at the condition of the fishery, to which, by a 40-year process of evolution—decrease in the size of fish, and growing scarcity of other kinds—the country has become accustomed. Indeed, the writer of the above-quoted sentences continues: "Depletion of the fishing grounds has been advanced, mostly by interested parties, as the sole or main cause

of the small fisheries' decay. No doubt there has been some depletion, especially of flatfish on the steamers' fishing grounds," but the writer opines that the depleted grounds would recover "if left alone for a time." The owners themselves of the big steam trawling fleets out of Grimsby on the British east coast are not sanguine over the condition of the North Sea fisheries, and within two years several of them told an American investigator that they contemplated removal to the west coast because the centre of the industry had so shifted since the beam and otter trawlers had been obliged to steam as far as Gibraltar and the Irish west coast for their hauls.

## The Money End of It.

The system of profit-sharing in effect on the fishing schooners as they come and go, is, in our modern state of society, unbelievably ideal. A certain deduction from the profits of the trip is made for the "vessel's share," that is, for invested capital, without which the fishing would have been impossible; another deduction is made for the (supposedly) superior skill of the skipper, and the rest is evenly divided among the crew. They are actually getting what they earn, sharing adversity as well as prosperity, and no one who realized the perils and hardships of a dory on the welter of the open Atlantic can doubt that they are earning what they get. Each schooner is thus a little commonwealth afloat, a perfect commune in which each does his share of the work, or if he does not, his sloth is discovered with terrible promptness. This arrangement is felt by the crews to be absolutely just, and it is idle for the steam trawling company to protest in behalf of the steamers that "there is not connected with it the danger of fishermen being set adrift in the fog or on the rough sea, in a dory." No fisherman who would not accept these risks without hesitation would consider himself a fisherman; all he asks is to be allowed to earn his living—he will abide by the dangers of the process. And the fishermen themselves remark that when business interests resort to the humanitarian argument, you may know that their case is feeble.

How much sincerity is in this humanitarian argument may be guessed by the remarks of the agent from England, who first came to Boston to urge the introduction of the steam trawlers. One of his main arguments was the cheapness of labor. "You gentlemen," he told a certain firm of vessel owners, "are obliged to share your profits with the crews of your schooners. That is because they are skilled men. Build steam trawlers and you can hire your men. None but the engineers and navigators need be skilled; the rest you can pick up out of the riff-raff around the docks. You can pay them what you please, and pocket the profits. To show you how cheaply we can get labor aboard a British

steam trawler, let me tell you that one of the deck hands fell overboard, was drowned and scooped up in the trawl. He was turned out on deck with the fish, his boots removed, and thrown overboard again."

At this point, the gentlemen addressed declined further to consider the labor argument on that basis. Apparently, it has been listened to elsewhere.

But the members of another firm, which declined to build steam trawlers, impartially remark that, once the completion of the schooners has ceased, as it must infallibly do, the present wage of \$40 a month to the crew of the steam trawler will diminish about one-half, and that of the profits of the steamers, unlike those of the schooners, will flow into the coffers of the company, not into the pockets of the crews.

## A Combine Coming.

Quite incidentally, it may be worth observing that the firms of Boston and Gloucester see, in the existing steam trawler company and other similar companies already prepared to form unless Congress prohibits the otter trawl, the beginnings of a company control of the fresh fish market. It is the understanding that the owners of the present fleet of fishing steamers project a fleet of between 30 and 40. By a careful estimate based on the average figures of the T wharf business, it appears that 25 steam trawlers could virtually exert the controlling influence in the fresh fish market. The otter trawl catches, for the present, chiefly haddock. For six months of the year, 25 steam trawlers could take all the haddock that would be needed for the market, and thus make it too unprofitable for the hook-and-line fishermen in the schooners to compete, and even though for the other six months, the schooners might have some chance in the fishery, they could not afford to hang idle half the year for the uncertain profits of the other half; it would not pay a reasonable rate of interest on the money invested in the hulls. The crews, whose skill makes possible successful fishing under the present conditions, would disperse, and not to reassemble. This leaves, as certainly as two tides a day, the steamers in control of the fresh fish market.

The very firms now opposed to the steam trawlers admit that they would not only be obliged to build such vessels, but that by every probability of the commercial systems of this country they would be obliged to enter a combine for the taking and marketing of fish; that the price of fish would probably decrease for a time, and that it would certainly in the end be higher.

These, so far from being matters of conjecture, are the certainties of allowing the otter trawl to continue its operations on our coast. They are verified by a situation arising on the English coast within the last six months, which is an astonishingly prophetic parallel to that on our own coast. Great Britain has merely been treading before us the path that we will follow, if the otter trawl is unprohibited, and England has not found it a primrose path, as it is. The situation is thus reviewed in the London Times:

Steam fishing boats, together with capital and organization, have ousted the sailing craft and borne hard on the independent fishermen. In a sense, the extremely scattered nature of the small fisheries has preserved them so far from complete extinction. The capitalistic organization could not absorb them—expenses of management would have been too great—nor could it crush them right out of existence as a trust absorbs or destroys its smaller rivals. Though declining, they have kept themselves alive by a kind of guerilla struggle.

## The English Wrong To Be Repeated Here.

From Nantucket to Eastport, Me., there is, on this New England coast, a body of just such small fishermen as those of England, only more daring, more skilful, and, for the present, more prosperous. Every reach of the coast has its own type of small fishing craft; the Cape catboat; the big power-dory out of T wharf; the Swampscott and Marblehead sailing dory; the Gloucester sloop with a gasoline engine; the Portland power boat, and the smaller sloop of Penobscot Bay and the upper coast of Maine. These fishermen have their white cottages just above the tide line; their two or three-acre shore farm and their thousand-acre offshore farm. At a day's cost of danger and hard work, they wrest a living from the salt water.



They are hardy men, good citizens and the fathers of sound families. What has already happened in England is now confronting these inshore fishermen. The London Times is prophetic in the present tense.

In the old days, each little port supplied its own "hinterland" with fish. Except where gluts occurred, the price of each fish in its own season was well maintained. Railways and steam and ice have altered all that. The smallest fishing village is in competition with the great ports. Worse still, it is not so easy for the small fisherman to send fresh caught fish to the central markets as it is for the central markets to send iced fish, caught outside home waters, into his own district. Thus the local markets have been spoiled, and the central markets remain comparatively inaccessible.

The excuses for this encroachment commonly offered by the steam-trawling companies are thus answered:

They ("modern conditions") are neither very far-seeing nor very intelligent, nor greatly concerned with national, as opposed to commercial, welfare. They want profits and immediate profits, at that. Quite frequently they kill the goose that lays the golden eggs in order to sell its carcass at cost price and make a little on its giblets. Capital flows into the easiest channels. Competition degenerates from a stimulus into a knock-out fight, which in the long run benefits nobody and ruins the smaller men.

It is superfluous to remark that both what precedes and what follows might have been written expressly of the crews of our schooner fleets, and of that group of independent inshore fishermen above designated.

The claim of the small fisheries is equally strong both from a national and from an economic point of view. Practically every argument that has been brought forward in support of small (land) holdings applies at least as much to small fisheries, which are, in fact, the small holdings of the sea. That the two subjects were not coupled together long ago would seem an incredible oversight did we not know that out of sight is out of mind, and that England has always expected the seamen, who make her mistress of the seas to live as best they could. . . . Capital has not organized the fishing industry as a whole. It has, for its own benefit, not for the fishermen's, and only partly for the consumers' organized the stream fisheries to the small fisheries detriment. . . . More serious is the falling-off in the number of fishermen born and bred, of independent fishermen boat-owners. If it is allowed to continue, "the class of independent single-boat owners, which now bars the formation of a fish trust, will be swept away, leaving the market in the hands of a ring."

#### A Crisis To Be Met.

This language is fairly plain, and it deals with a process with which we, in this country, are already in other quarters than the fisheries, too familiar. The point is with the fisheries that the implement—the otter trawl, which is bringing this combination—is in itself mischievous and destructive, and although we have acquiesced in the principle of the combine elsewhere, believing that, rightly managed, it made for economy in the end, in this instance there is both a means and an overwhelming urgency to prevent it. The urgency is waste. The means of prevention is Representative A. P. Gardner's bill to prohibit the use of the otter trawl.

This striking coincidence of situation between England and New England is no caprice of accident. The same conditions which brought the crisis there are bringing it here. The only difference is that we in America have the opportunity to stop the mischief at its inception. England, not so lucky, must adopt the remedies of state aid. But seldom, with this government or any other, does private justice so coincide with sound public policy as in the proposal to abolish the steam trawler.



Mar. 11.

# WITH SALT COD FROM GRAND BANK.

SCH. SENATOR HERE TODAY AND SCH. MYSTERY IN FROM HALIBUTING.

Two arrivals were reported here up to noon today, sch. Mystery from Quero with 20,000 pounds of halibut and about 5000 pounds of salt cod and the sch. Senator from Grand Bank, N. F., with a cargo of 190,000 pounds of salt cod, purchased at that place.

The fleet of gill netters brought in about 20,000 pounds Saturday, but yesterday none of them were out. This morning most of them got underway, while several of the shore and off shore fleet took advantage of the fine morning and sailed.

Quite a breeze sprung up outside yesterday afternoon, a number of coasting crafts put in here for shelter.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mystery, Quero, 20,000 lbs. halibut, 5000 lbs. salt cod.

Str. Ibsen, gill netting, 600 lbs. fresh fish.

Str. Quoddy, gill netting, 1500 lbs. fresh fish.

Str. Eagle, gill netting, 400 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 5000 lbs. fresh fish.

Str. Mindora, gill netting, 500 lbs. fresh fish.

Str. Rough Rider, gill netting, 500 lbs. fresh fish.

Str. Margaret D., gill netting, 3000 lbs. fresh fish.

Str. F. S. Willard, gill netting, 1500 lbs. fresh fish.

Str. Prince Olaf, gill netting, 500 lbs. fresh fish.

Str. Nomad, gill netting, 3000 lbs. fresh fish.

Str. Bethulia, gill netting, 5000 lbs. fresh fish.

Str. Venture, gill netting, 2500 lbs. fresh fish.

Str. Geisha, gill netting, 1800 lbs. fresh fish.

Sch. Senator, Grand Bank, N. F., 190,000 lbs. salt cod.

Sch. Stranger, shore.

Sch. Yankee, shore.

## Vessels Sailed.

Sch. Olive F. Hutchings, haddocking.

Sch. Actor, haddocking.

Sch. Arcadia, salt trawl banking.

Sch. Elk, halibuting.

Sch. Thomas A. Crowell, halibuting.

Sch. Yakima, halibuting.

Sch. Ingomar, haddocking.

Sch. Arethusa, haddocking.

Sch. Francis V. Sylvia, haddocking.

Sch. Harriett, haddocking.

Sch. Elva L. Spurling, haddocking.

Sch. Rebecca, haddocking.

Sch. Emily Sears, haddocking.

Sch. George H. Lube, haddocking.

Sch. Maud F. Silva, haddocking.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.

Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.

Hake, \$1.50.

### Fresh Fish.

Haddock, \$1 per cwt.

Peak cod, large, \$2.15, medium, \$1.75, snappers, 75 cts.

Western cod, large, \$2.25, mediums, \$1.85 snappers, 75 cts.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 11c per lb. for white and 8c for gray.

### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.75 to \$3.25 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

## Made Fine Shares.

The new sch. Flora L. Oliver, Capt. Victor Oliver, is making a fine record in the haddock fishery. In two trips consuming about four weeks, the crew shared \$83 each on one and \$53 on the other, or a total of \$136. Capt. Oliver is very much pleased with his new craft and has started off well.

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# WELL SUPPLIED THIS MORNING.

OFF SHORES BRING BIG FARES FROM GEORGES BANKS TO T WHARF.

Boston dealers were well supplied this morning for the opening trade of the week by nine of the off shore fleet, all hailing for good sized trips.

Fish was wanted for the trade, everything having been cleaned up last week, consequently there was no supply on hand. The real big trip was brought in by sch. Robert and Arthur, Capt. Julius Anderson, who hails for 55,000 haddock and 45,000 cod, which means a very substantial share for the skipper and men. Other arrivals are schs. Rex, 52,000 pounds; Quannapowitt, 64,000 pounds; Esperanto, 72,000 pounds; Manhasset, 72,000 pounds; Buema, 68,000 pounds; Ethel B. Penny, 63,000 pounds and the steam trawlers Crest and Surf with 59,000 and 42,000 pounds each.

The dealers were offering \$1.75 to \$4 on haddock, \$3 to \$4.60 for large cod, \$2 to \$4 for market cod and \$2.50 to \$5 for hake.

## Boston Arrivals.

The fares and prices in detail are:

Str. Crest, 32,000 haddock, 27,000 cod.

Sch. Rex, 35,000 haddock, 17,000 cod.

Str. Surf, 37,000 haddock, 5300 cod.

Sch. Little Fannie, 1000 haddock, 1500 cod, 400 cusk.

Sch. Quannapowitt, 48,000 haddock, 18,000 cod.

Sch. Esperanto, 55,000 haddock, 17,000 cod.

Sch. Manhasset, 45,000 haddock, 32,000 cod.

Sch. Buema, 20,000 haddock, 18,000 cod, 30,000 hake.

Sch. Ethel B. Penney, 45,000 haddock, 12,000 cod, 6000 hake.

Sch. Genesta, 11,000 haddock, 300 cod, 2000 hake.

Sch. Louisa R. Sylvia, 19,000 haddock, 1200 cod.

Sch. Mary Edith, 600 haddock, 1000 cod.

Sch. Priscilla, 7000 cod.

Sch. Robert and Arthur, 55,000 haddock, 45,000 cod.

Haddock, \$1.75 to \$4; large cod, \$3 to \$4.60; market cod, \$2 to \$4; hake, \$2.50 to \$5.

## Bay of Islands Notes.

Catches of herring ranging from 100 to 300 per net, are being taken off John's Beach and Benoit's Cove.

Very good catches have recently been reported in the Humber Arm.

Capt. Norman Ross, representing Davis Brothers and Wallace Parsons, representing Cunningham & Thompson Company of this city were recently at Bay of Islands to settle with the fishermen for the season's fishery.

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## Sold to Cooney.

The pollock fare of the steamer Byrda F., the first of the season to be landed by the pollock seiners, sold to A. Cooney & Company, Saturday morning. The craft weighed off 15,150 pounds.

## Sch. Cavalier Had a Big Trip.

Sch. Cavalier, Capt. Robert Porper, weighed off 53,000 pounds of halibut from her trip landed here Saturday. The craft also brought in 20,000 pounds of salt cod. The fare is the largest landed by any craft of the halibut fleet this season.

## Halibut Sale.

The halibut fare of sch. Mystery sold to the American Halibut Company this forenoon at 10 1-4 cents a pound for white, a quarter of a cent advance over the price paid at Portland, and eight cents a pound for grey.

## Saw No Vessels.

Sch. Cavalier, Capt. Robert Porper from Grand Bank reports speaking no vessels on the grounds during her recent trip.

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## NEWFOUNDLAND GROWING.

Newfoundland has a population of 242,000, according to the complete census returns for 1911, which were made public today. This shows an increase of 10 per cent for the past decade, as compared with a 4 per cent. gain for the same period in the neighboring maritime provinces of Canada.

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## Salt Steamer Docked.

The salt steamer Agenoria docked at the Pew wharf of the Gorton-Pew Fisheries Company on Saturday where she will complete the discharge of her cargo.

## Sea Smashed Dories.

While returning from Georges last Saturday morning, and about 28 miles off Highland Light, sch. Esperanto, was boarded by a monster sea which smashed three dories on deck.

## New Pilot Boat Here.

The new pilot boat recently launched at Green's yard, Chelsea, is here to rig and fit for Mobile, her home port.

## Gone Salt Fishing.

Sch. Arcadia, Capt. Walter Doucette, sailed on a salt bank codfishing trip this morning.

March 12.

# ANOTHER BIG CATCH OF COD.

SCH. MASSACHUSETTS IS AT T WHARF TODAY WITH 122,000 POUNDS.

With one of the biggest trips of the winter and the largest fare of cod brought into T wharf for several seasons, sch. Massachusetts, Capt. Angus Hines is at Boston this morning from her first trip in fresh fishing after only a few days absence.

Capt. Hines hails for 110,000 pounds of cod and 12,000 pounds of pollock besides. As the prices are good this morning, Capt. Hines will realize one of those fine stocks which have been the talk of the market fleet the past few weeks.

Other off shores are schs. Mildred Robinson with 38,000 pounds, Terra Nova, 80,000 pounds, Mary DeCosta, 115,000 pounds, mostly haddock, Georgiana 56,000 pounds.

Haddock sold from \$2.75 to \$3.25 a hundred weight, large cod, \$2.75 to \$4; market cod, \$1.75 to \$3; hake, \$2 to \$4.50 and pollock, \$4.

## Boston Arrivals.

The fares and prices in detail are:

Sch. Actor, 500 haddock, 2500 cod.

Sch. M. Madeleine, 10,000 cod.

Sch. Marion Turner, 14,000 pollock.

Sch. Richard J. Nunan, 1700 haddock, 1500 cod, 17,000 hake, 5000 cusk.

Sch. Mildred Robinson, 17,000 haddock, 21,000 cod 500 hake.

Sch. Sadie M. Nunan, 9000 haddock, 500 cod, 3000 pollock.

Sch. Massachusetts, 110,000 cod, 12,000 pollock.

Sch. Terra Nova, 62,000 haddock, 10,000 cod, 5000 hake, 2500 halibut.

Sch. Mary DeCosta, 70,000 haddock, 45,000 cod.

Sch. Georgianna, 37,000 haddock, 13,000 cod, 6000 hake.

Sch. Morning Star, 22,000 haddock, 12,000 cod, 24,000 hake, 5000 cusk.

Sch. Jessie Costa, 15,000 haddock, 900 cod.

Sch. Rose Dorothea, 24,000 haddock, 900 cod, 1000 hake.

Sch. Elva L. Spurling, 4000 haddock, 200 cod, 2000 hake.

Sch. Fitz A. Oakes, 500 haddock, 2500 cod.

Sch. Ignatius Enos, 800 cod.

Haddock, \$2.75 to \$3.25 per cwt.; large cod, \$2.75 to \$4; market cod, \$1.75 to \$3; hake, \$2 to \$4.50, pollock, \$4; halibut, 15c for white and 13c for gray.

## Provincetown Fishing Notes.

Sloop Nancy, Capt. E. W. Smith, broke her main boom Friday. A new one was made at Gardner's yard.

Schs. Jessie Costa, Matchless and Eleanor DeCosta lost part of their fishing gear Friday.

Manuel Williams, one of the crew of gasoliner Delphine, while off Race Point lifesaving station last Friday, bound to Hyannis, was washed overboard and but for a dory painter would very likely been lost. He was hauled aboard, and the boat returned to port to await more favorable weather.

Sch. Tecumseh and sch. Eleanor DeCosta landed 1300 lbs. fish at Neal's wharf Monday.

Sloops Pearl, Magnolia, Dart and Rattler sailed the past week for Hyannis to engage in flounder dredging.

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# GILL NETTERS WERE IN CLOVER.

THEIR LANDINGS HERE YESTERDAY AFTERNOON AGGREGATED 55,000 POUNDS.

One lone off shore trip constituted the arrivals at this port today, sch. Corona being here from a fresh halibut trip with 26,000 pounds.

The gill netters struck fish yesterday and all the crafts had some nice fishing as a result. The total catch of the fleet was about 55,000 pounds.

A number of the shore fleet, another of the salt trawl bankers and a halibuter sailed this forenoon.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Str. Alice, gill netting, 1500 lbs. fresh fish.

Str. Quoddy, gill netting, 4500 lbs. fresh fish.

Str. Eagle, gill netting, 2200 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 6000 lbs. fresh fish.

Str. Mindora, gill netting, 1000 lbs. fresh fish.

Str. Rough Rider, gill netting, 2000 lbs. fresh fish.

Str. Margaret D., gill netting, 3700 lbs. fresh fish.

Str. F. S. Willard, gill netting, 5000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2000 lbs. fresh fish.

Str. Nomad, gill netting, 3000 lbs. fresh fish.

Str. Enterprise, gill netting, 5000 lbs. fresh fish.

Str. Bethulia, gill netting, 6000 lbs. fresh fish.

Str. Venture, gill netting, 3000 lbs. fresh fish.

Str. Hope, gill netting, 2000 lbs. fresh fish.

Str. Geisha, gill netting, 4000 lbs. fresh fish.

Sch. Corona, Quero, 26,000 lbs. halibut.

## Vessels Sailed.

Sch. Belbina P. Domingoes, haddocking.

Sch. Flora S. Oliver, haddocking.

Sch. Yankee, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Jeanette, haddocking.

Sch. Annie and Jennie, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Margaret, halibuting.

Sch. Theodore Roosevelt, salt trawl banking.

Sch. Harvester, Provincetown.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.

Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.

Hake, \$1.50.

### Fresh Fish.

Haddock, \$1 per cwt.

Peak cod, large, \$2.15, medium, \$1.75, snappers, 75 cts.

Western cod, large, \$2.25, mediums, \$1.85 snappers, 75 cts.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 9c per lb. for white and 7c for gray.

### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.75 to \$3.25 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

## Here To Fit Vessel.

Capt. Staley Hines has arrived to fit sch. Mabel D. Hines for salt banking.

## Brought Up Big Anchor.

Capt. Michael Wise of the fishing steamer Crest reported that his otter trawls brought up a 600-pound anchor on the Georges banks Saturday.

## Gone Back To Michigan.

Loren Smith and Walter Wilson who have been engaged ashore as net repairers for several crafts of the gill netting fleet have returned to their homes in Michigan.



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**BIG CATCHES  
OF HALIBUT.**

**BROUGHT IN AT VANCOUVER BY  
THREE OF THE BIG STEAM  
FISHERMEN.**

Halibut operators were interested in the preparations at Seattle, Wash., last week for the getting away of three new power vessels on their maiden trips to the banks, first of the west and north coast of Vancouver Island and later further away to new grounds. The vessels are the Tordenskjold, the Sumner and the Orient, and all three are of about a size and of equal speed, being designed to make about 10½ miles an hour. The first named was expected to get away early in the week and the other two about three or four days later.

The fishing steamer Flamingo and Celestial Empire after being out for over three weeks, during which they went through almost continuous and furious storms, returned to Vancouver, B. C., in the last week of February, having each a cargo of 100,000 pounds of halibut for the Canadian Fishing Company. The catch was made off the northern coast of British Columbia, and was so good that several other halibut vessels at once prepared to go to those grounds. The steamers New Zealand, Manhattan and Kingfisher, belonging to the New England Fish Company, were at once put into commission after an idleness of three months.

**Portland Fish Notes.**

The first trip of pollock to be landed at Portland this season was brought in last Friday by the steamer Carrie and Mildred, hauling for 4500 pounds.

For a week the seiners have been off Cape Elizabeth, after fish. They have not been doing any too well and some of the skippers had about become discouraged. The catch of the Carrie and Mildred will give all of them a little courage now and more good fares may be expected. Last year, the pollock made their appearance in January and continued off the coast during the greater part of the spring. As a result, the greatest catch of this kind of fish known in the history of the industry in Maine followed and thousands and thousands of pounds were shipped salted to Massachusetts.

Sch. Topsail Girl, one of the finest vessels of the Portland fishing fleet, has just changed hands, having been sold by the J. W. Trefethen Co., to the F. S. Willard Co. at a price understood to be about \$4000. The craft is a comparatively new vessel, less than three years old. She registers 62 gross tons, and was built at East Boothbay in 1909.

**Fulton Fish Market Notes.**

There were only two days last week in which there was any activity in the market, Tuesday and Thursday, and even on those days business was only fair, according to the Fishing Gazette. Prices were altogether too high to result in much buying. Groundfish of all varieties was scarce. Cod.—Steak fish sold at 8 to 12 cents per pound. Market fish brought 4 to 6 cents.

Haddock was worth 4 to 8 cents. Western white halibut sold at 10 to 14 cents. There was no eastern fish to speak of in the market.

Hake was scarce during the entire week and brought unusually high prices. On Wednesday sales were made at 9 to 10 cents per pound. On Monday the quotation was 5 to 6 cents. There was no hake to be had on Thursday or Friday.

Pollock was quoted on Saturday at 6 cents. On Thursday the price was 7 to 8 cents, and on Friday 7 cents.

**Lived in Ice Cakes.**

In half a dozen cakes of ice hauled out recently by the ice-cutters on Queechy Lake, N. Y., several pickerel were found. The water is very shallow and the supposition is that it froze so quickly that the fish had no time to swim to deeper water. They were somewhat sluggish when chopped from the ice, but revived when laid on a board near the fire.

**A Good Catch.**

In the estimate of the catch of the fisheries of British Columbia for 1911 is the following: Codfish, fresh and frozen, 2,000,000 lbs.; salmon, fresh and frozen, 4,500,000 lbs.; smelt, fresh and frozen, 500,000 lbs.; other fish, 1,000,000 lbs., and the total of all kinds of fish is placed at 78,025,000 lbs.

Mar. 12.

**Had Heavy Weather.**

Sch. Avalon that arrived at Portland Saturday afternoon had 4000 pounds of salt cod in addition to her halibut fare. Capt. Green reports having experienced very heavy weather all the way to Portland and says that the conditions this winter on the water have been rather more severe than usual.

**Made Harbor.**

The nor'wester drove five of the fishing fleet into Provincetown Sunday. The schooners were the W. A. Morse, the Rose Cabral, the W. M. Goodspeed, the Manomet and the Washakie.

**Crashed Into T Wharf.**

Too great momentum and a cross-current resulted in the fishing sch. Virginia crashing into T wharf yesterday. The vessel's stem was twisted and she was hurried to a marine railway in East Boston. The caplog of the wharf was badly broken.

**Trade Mark Registered.**

Registration of a trade-mark was granted March 5, 1912, to Sylvanus Smith & Co., Inc., of this city, for salted, smoked, pickled and canned fish.

Mar. 12.

**Listen, Local Smelters.**

Fish wardens have of late been investigating the smelt fishing operations through the ice on Lake Champlain, as the taking of fish under six inches is against the law. They found that the fish are exceptionally large this season, running eight to the pounds. Single fishermen have been taking 30 to 40 pounds a day with hook and line.

**Another Banker Away.**

Sch. Theodore Roosevelt, another of the salt trawl banking fleet, sailed this morning.

Mar. 12. ✓

**To Build Steamers.**

Indications are that the many shipyards at Victoria, B. C., will have a very busy season, says the Fishing Gazette. It is expected that contracts will be given for several fishing steamers during the coming summer for use in the northern fisheries.

**Looking For Pollock.**

Capt. Joseph Graham, in the Portland sch. Dorcas is now to the eastward in the vicinity of Vinalhaven looking for pollock. No signs of the fish have yet been seen there, but they are expected to put in an appearance at any time.

**Halibut Sale.**

The halibut fare of sch. Corona sold to the American Halibut Company this forenoon at 9 cents a pound for white and 7 cents a pound for gray.

Mar. 13. ✓

**Porto Rico Notes.**

Arrivals of fishstuffs at the various ports of Porto Rico up to the end of last month, according to the weekly market report of S. Ramirez & Co., were 513 tes., 125 bxs. of codfish, 27 half bbls. salt mackerel, 103 bbls. and 12 half bbls. of split herring. A slight improvement in the demand for codfish has not as yet influenced selling values to any appreciable extent, owing to the presence in the market of inferior stocks, which are being moved by dint of low prices. Inquiry for pollock and haddock is very small and sales are affected by very low "c. i. f." offers of some New York commission houses. The concern quotes on usual net ex wharf basis, codfish at \$7 to \$7.75 per 100 lbs. and pollock and haddock, \$4.50 to \$4.75.

**He Is Probably Right.**

Speaking of the possibilities of clamming in Massachusetts, Dr. George W. Field, chairman of the Fisheries Commission, says frequently eight quarts are yielded by one quart of planted seed clams, and the clams mature to market size in two years.

Mar. 13.

**Will Enlarge Hatchery.**

The Massachusetts State fish hatchery at Adams will be enlarged to three times its present size, with a capacity of 600,000 fry yearly.

Mar. 13. ✓

**SHORE FARES  
IMPROVING.**

**MARKET BOAT MEN ANXIOUSLY  
LOOKING FOR HADDOCK  
SCHOOL TO STRIKE.**

The arrivals at T wharf, Boston this morning were for the most the shore fleet, several of which have some nice hauls.

Yesterday's market took a sudden drop, on account of the large number of arrivals and a falling off in the demand. This morning the market picked up a little and fair prices prevailed on all grades of shore fish.

Some of the good trips are sch. John J. Fallon, 89,000 pounds and the steam trawler Swell with 51,000 pounds from off shore, and schs. Frances S. Grueby, 20,000 pounds, Eleanor DeCosta, 27,000 pounds from the shore.

Haddock sold at \$3 to \$4 a hundred weight, large and market cod, \$4, hake \$2 to \$5 pollock \$4 and cusk \$2.

**Boston Arrivals.**

The fares and prices in detail are:

Sch. Thomas J. Carroll, 1500 haddock, 1000 cod, 2000 hake.

Sch. Washakie, 8000 haddock, 400 cod.

Sch. Olive F. Hutchings, 8000 haddock, 300 cod, 8000 hake.

Sch. Elizabeth W. Nunan, 10,000 haddock, 400 cod, 2000 hake.

Sch. Mary Edith, 5000 haddock, 300 cod.

Sch. Edith Silveira, 5500 haddock, 300 cod.

Sch. Rose Standish, 7000 haddock, 500 cod, 8000 hake.

Sch. Valentina, 1500 haddock, 6000 cod, 1500 pollock.

Sch. William H. Reed, 3000 cod.

Sch. Olivia Sears, 1100 cod.

Sch. Eleanor DeCosta, 25,000 haddock, 1000 cod, 1000 hake.

Sch. Clara G. Silva, 6000 haddock, 400 cod.

Steamer Swell, 39,000 haddock, 22,000 cod.

Sch. Yankee, 5000 haddock, 200 cod, 500 hake.

Sch. Mary B. Goodspeed, 8000 haddock, 3000 cod, 1000 hake.

Sch. John J. Fallon, 43,000 haddock, 41,000 cod, 5000 hake.

Sch. Natalie J. Nelson, 18,000 haddock, 1500 cod, 1000 hake.

Sch. Alice, 9000 haddock, 600 cod.

Sch. Annie and Jennie, 4000 haddock, 200 cod, 800 hake.

Sch. Flaviola, 2000 haddock, 1000 cod.

Sch. Warren M. Goodspeed, 7000 haddock, 500 cod.

Sch. Frances S. Grueby, 18,000 haddock, 2500 cod.

Haddock, \$3 to \$4 per cwt.; large cod, \$4; market cod, \$4; hake, \$2 to \$5; pollock, \$4; cusk, \$2.

**RECORD FISH  
DAY FOR DIGBY.**

Nearly 300,000 pounds of fresh fish arrived at Digby, N. S., Friday in the schs. Loran B. Snow, Capt. Ansel Snow; Dorothy M. Smart, Capt. Arthur Longmire, and Albert J. Lutz, Capt. John Apt. These three vessels secured their trips on Brown's Bank and sold to local concerns at two and a half cents per pound. Considering they have been less than two weeks out from Digby, and will stock over \$2,000 for each vessel, it is a record for that port. Capt. Snow has smashed the record of the Digby fleet for one day's fishing. On Wednesday with two dories, or four men short, his vessel caught sixty thousand pounds.

**Many Fish Families.**

Prof. Herubel, in "Sea Fisheries," says of fishes: "There are about 180 families, with an average of 20 genera, and five or six species to each genus. The turbot spawns 9,000,000 eggs in a season, the codfish, 6,000,000, the mackerel 700,000, the herring 50,000, the sole 85,000, and the brill 200,000. The females of the species are more numerous than the male; 75 to 25 in the case of the herring. It has been estimated that there are 67,000,000,000 fish in the North Sea in February and March, and a naturalist has found about 279,000,000,000 fecundated eggs in a square mile in the Skagerack."

Mar. 13.

**THE MACKEREL  
SITUATION.**

Demand for domestic salt mackerel, says the Fishing Gazette, continues urgent enough to make dealers seek high and low for small stocks that have been held back by first hands waiting for top prices. There is very little shore salt mackerel to be had, however, at any price. Some Magdalen Islands fish came forward early in the week, but the quantities were ridiculously inadequate to supply even the local demand. Prices are unchanged, but all sales were made at the outside quotations.

The market for imported salt mackerel is in a puzzling state in that so far consumption during Lent has not been anywhere near that of ordinary years. Irish salt mackerel, because of the lower prices quoted for it, is in fair demand, as are several of the cheaper grades of Norway. No. 1 Norway is very closely held, however, and the holders this week showed no inclination to go below the quotations marked down a week ago. It will be some months before any new Norway mackerel can be cured for this market, so dealers say they are not worrying about their stocks of 1911 now on hand.

**HERRING HAULS  
NEAR SIDNEY.**

Some good catches of herring were made last week at the North Side, Sydney, C. B. On Monday and Tuesday the average catch was from 300 to 500 to a net. Until last week there was poor fishing along the North Side shore, and on that account not more than a dozen nets were set there when the herring struck in. At the "boom" Eskasoni, there are upwards of 200 nets set in the ice, but fishing has been slack there during the past week. Several Sydney fish dealers are usually out here every day, and buy the herring just as they are taken from the nets. The prices paid to the owners vary from 80 cents to \$1 per hundred, while in the markets, the herring are sold at 25 or 30 cts. a dozen. This would seem to the casual observer to be a very profitable business to the fish dealers or middlemen.

**Lobsters Not High Yet.**

Lobsters, says the Portland Press, have not yet begun to soar in price. It will be remembered that around this time last year, the shell fish were very scarce. The prices of them were the highest they had known for years and the fishermen on the few crustaceans they were able to catch, were reaping a rich harvest.

This winter has been bad enough for the lobster industry, but it has been nothing like that of last year, as far as the prices are concerned. Just at present, lobsters are selling at wholesale around 30 and 35 cents a pound. They may go higher, if the weather should become particularly severe as was the case last year, or they may drop, if there are many warm days. The rush of Nova Scotia lobsters has held the price down, but there has not been enough of these to flood the American market.

**Lunenburg Fish Notes.**

Councillor Lemuel J. Hebb of Lunenburg, N. S., the new fishery officer of that county, is busily engaged in paying out bounty checks to the fishermen. There is about \$21,000 to be distributed.

With three vessels building, the marine railway crowded with schooners fitting for the banks, the waterfront is now a scene of great activity.

Smith & Rhuland have two fishing schooners under construction—one for Capt. Robert Silver of Riverport, and one for Capt. John Westhaver of Lunenburg. In W. C. Smith & Company's yard a fisherman is being built for Capt. V. Wentzell of Riverport.

Schs. Nicola, Alma Nelson and Wautaga are fitting at the wharves of Rob-in, Jones and White, limited.